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GEOGRAPHIC SCHOOL BULLETINS

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Edwin L. Wisherd

SUGAR PLANTERS, NOT PIRATES, BUILT THIS STONE TOWER ON ST. CROIX

To help relieve the universal housing shortage, this abandoned sugar mill on St. Croix is converted into a dwelling. A frame building supplements the two-tiered circular floor space of the stone tower. An octagonal roof shades the top and a landing at the turn of the stairs serves as a veranda. Many of these old mill towers rise roofless near the ruins of "estate houses" (as plantation dwellings are called), built when the sugar industry was at its peak. Hurricanes, not years, have made the ruins which give the islands an appearance of medieval glamor. Numerous apparently ancient ruins are souvenirs of the hurricane of 1928, of which islanders speak in much the tone of awe used by New Yorkers (even to the third generation) in referring to "the blizzard of '88." These whirling wind storms are the scourge of the otherwise nearly ideal climate of the Virgin Islands (Bulletin No. 5).

GEOGRAPHIC SCHOOL BULLETIN

HOW TEACHERS MAY OBTAIN THE BULLETINS

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White Rajahs of Sarawak Brought Peace to Wild Men of Borneo

SARAWAK, offered to Great Britain as a Crown Colony, is an East Indian jungleland realm where brown-skinned "wild men of Borneo" have been loyal subjects of a family of white rulers of their own choosing for more than a century. The proposal that the tropical state join the British Empire stems from the reigning white rajah and his Supreme Council.

Sarawak (accent on the middle syllable) spreads along some 450 miles of Borneo's northwest coast. It covers an area as big as New York State. The half-million natives estimated as its population are divided into several tribes.

Sarawak shares Borneo with the British protectorates of North Borneo and Brunei, and with Netherlands Borneo.

James Brooke Defended Natives from Pirates

By an agreement made in 1888, Sarawak was recognized as an independent state under the protection of the British Empire. Its unique form of government came about in this way:

James Brooke, a retired military officer of the British East India Company, had a deep interest in the islands of the East Indies. In 1838 he cruised along the shores of Sarawak in his yacht. He helped Rajah Muda Hassim, viceroy of the Sultan of Brunei (who then controlled Sarawak) to put down a rebellion of the natives. Thereupon the rebels sought Brooke's aid in freeing themselves from the oppression they had suffered under the sultan. Hassim agreed to a shift in government which meant relinquishing his power in favor of Brooke. The sultan confirmed the Englishman's title as rajah in 1841.

What impressed both factions in this struggle was Brooke's firmness and obvious interest in their welfare. On several occasions he defended the natives from pirates.

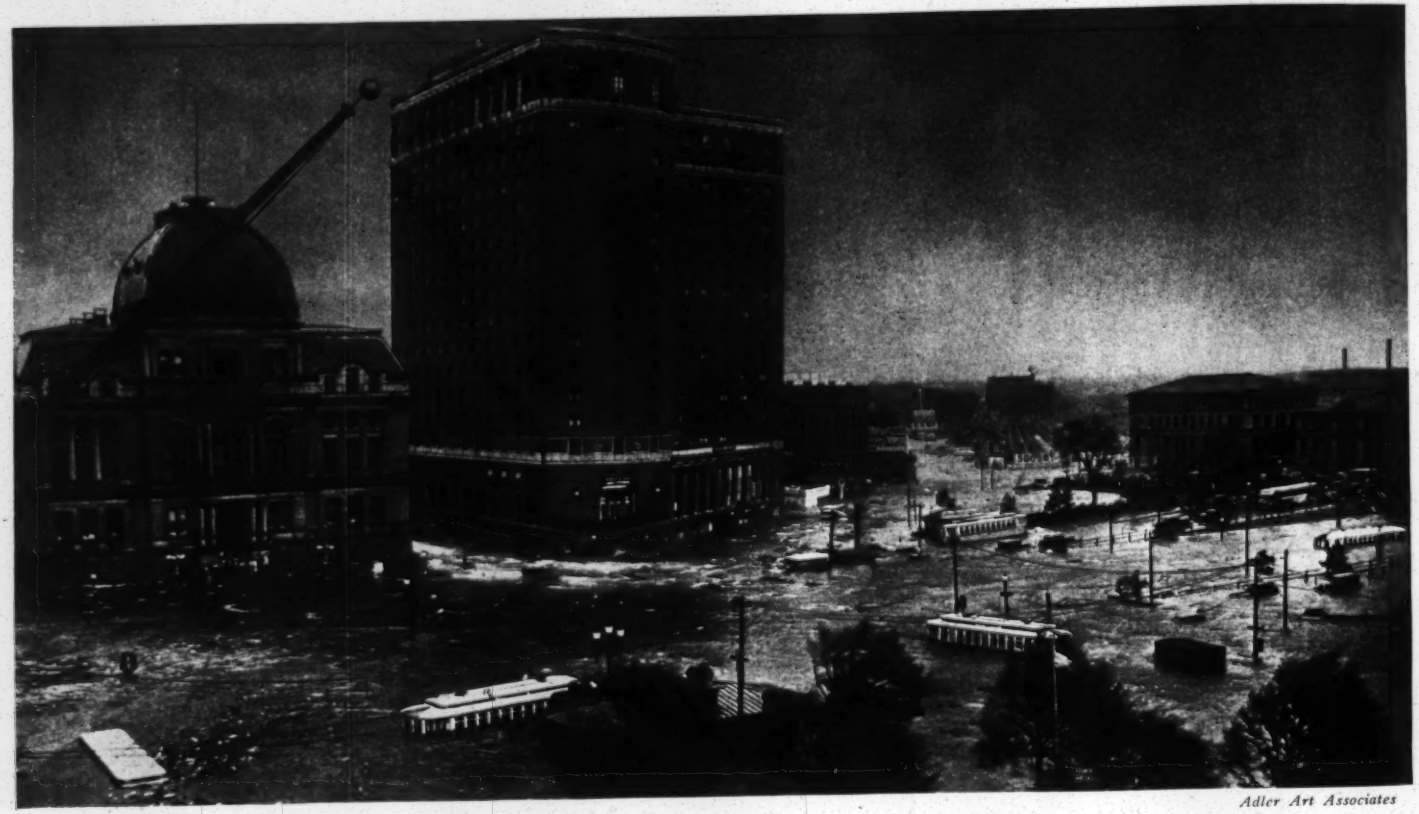
In his 27 years as their leader he brought order among tribes which had constantly warred and head-hunted. Establishing justice for all and a much-needed health program, he introduced Western ideals of government only as fast as the natives learned to want them. He ruled through a native council and made use of its advice.

Tribes Clamored for Admission to Novel State

"The principle of the Government of Sarawak is to rule for the people and with the people, and to teach them the rights of free men under the restraints of government," the rajah wrote about the time Abraham Lincoln was making his Gettysburg Address.

His policies resulted in one tribe after another seeking inclusion in the state, thus bringing it by 1905 to its present 50,000-square-mile area. These policies were carried on by his nephew, Rajah Charles Johnson Brooke, from 1868 to 1917, and by his grandnephew, Charles Vyner Brooke, who recently resumed his reign after Japanese interruption.

In spite of war's interference, the centenary of Sarawak's rule by the white rajahs—September 24, 1941—was made the occasion for adopting a new state constitution increasing the natives' part in their government. Preserving the Supreme Council, first established in 1855, as the rajah's executive group, it handed sole legislative authority to the Council of Negri, composed largely of natives.



Adler Art Associates

IN A SUDDEN, PARALYZING STROKE, THE NEW ENGLAND HURRICANE OF 1938 PUSHED THE SEA INTO DOWNTOWN PROVIDENCE

Man's movements are stalled when weather rampages. From the doorsteps of City Hall and from Hotel Biltmore windows, people watch unbelievingly while eight to ten feet of sea water surges through the Mall area of New England's second-largest city. The hurricane caused large parts of North America to vibrate, blew down 250 million New England trees, scared chickens into laying fewer eggs, and stirred the ocean bottom sufficiently to move oysters from one man's bed to another's. Such storms strike at a modern city's "Achilles heel"—electric power and light (Bulletin No. 4).

Borneo.

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Flood Control Planned for the Willamette, Oregon's Nile

HEAVIER-than-average seasonal floods in northwest Oregon, caused by rains and thawing, have served to stimulate interest in the war-retarded Willamette Valley Project for flood control and navigation, approved by Congress in 1938.

The Willamette (accent on the *lam*) Valley is Oregon's heartland of population and industry. It is a basin of rolling farmlands and forests enclosed by the Coast Range on the west, the Cascade Range on the east, the Calapooya Mountains on the south, and opening into the Columbia River Valley in the north.

Valley Supports Two-Thirds of State's People

One glance at a highway map lends proof that this area is Oregon's chief attraction for newcomers, as it has been since the earliest days of the old Oregon Trail. Good roads, which form a lighter network on other parts of the state map, thickly beribbon the Willamette Valley. Comprising less than one-eighth of Oregon—190 miles from north to south and 60 miles wide—the Willamette watershed supports two-thirds of the state's population.

The Willamette River and its chief tributaries—the McKenzie, the Santiam, and the Clackamas—have their sources in the Cascade Range. They flow westward across the basin to form and expand the main stream, which, for most of its length, flows northward close to the Coast Range. The Tualatin and the Yamhill arise in the Coast Range and join the Willamette in its lower reaches.

Passing Eugene, Corvallis, Albany, and the state capital Salem, the growing river reaches Newberg, where it angles eastward to the horseshoe-shaped rocky reef at Oregon City known as Willamette Falls (illustration, next page). Continuing northward to tidewater, it flows under Portland's many bridges and then joins the Columbia, 99 deep-channel miles from the Pacific.

Because of its fertile valley, the direction of its flow, and its periodic flooding, the Willamette has been called Oregon's Nile. Although it drains an area no larger than that drained by the Hudson, it annually discharges twice as much water as the New York State river. But the region is marked by great climatic variations from season to season, and there are months when farm bottomlands are flooded and lands at higher levels need drainage—conditions which the Willamette Valley Project is designed to relieve.

Plan Includes Larger Locks and Deeper Channel

The Congress-approved general plan, recently estimated to cost about $85,000,000, includes construction on Willamette tributaries of seven large dams capable of storing much of the flood-season excess water. Thus they will control flood damage and release stored water for dry-season use. The two smallest dams were the only ones near completion when non-war construction was limited.

The project also provides for enlargement of the locks at Willamette Falls and deepening of the river channel to a six-foot minimum as far as Albany, 120 miles from the mouth. The enlarged waterway is planned to encourage industrial development upstream.

Walnuts and filberts, hops, flax for linen weaving, fruit, and dairy products are leaders in the valley's varied agriculture. The sandy loam and "red hill" soil of the Willamette and Tualatin valleys grow nearly seven-eighths of the nation's filberts. Farming thrives on both banks of the river in a belt five to ten miles

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Four months later—in January, 1942—Japanese invasion forced the rajah to leave his island realm.

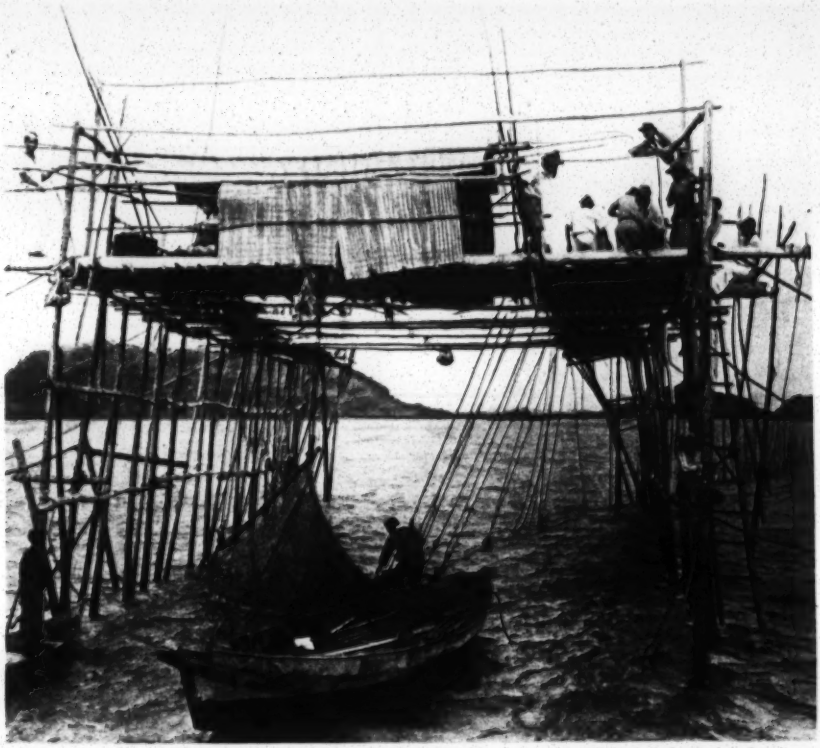
Sarawak has extensive coal, oil, and timberlands, reasonably accessible to its many navigable rivers. Tortoise shell and mother-of-pearl are luxury exports, as are turtle eggs and shark fins, popular delicacies in the Orient. Natives who gather these often live in villages conveniently built on stilts above the waters where such treasures are found (illustration, below). Diamonds, silver and gold, nickel, and antimony are among its mineral deposits. Rubber and pepper are revenue-producing agricultural crops. Trade is normally carried on through Singapore, 550 miles west of Kuching, the capital.

The state's improved roads total only 84 miles, all close to Kuching, a city of 25,000 people. Other important communities are Sibu, 60 miles up the Rajang River and accessible to large steamers, and Miri, coastal center of the state's oil fields.

Note: Sarawak is shown on the National Geographic Society's Map of Southeast Asia and Pacific Islands. A price list of maps may be obtained from the Society's headquarters, Washington 6, D. C.

For additional information, see "Keeping House in Borneo," in the *National Geographic Magazine* for September, 1945; and "Sarawak: The Land of the White Rajah," February, 1919.

Bulletin No. 1, March 4, 1946



British Information Services

MALAY FISHERMEN SET UP HOUSEKEEPING ON A FISH TRAP OFF SARAWAK

One of the outstanding characteristics of this race inhabiting the islands between Asia and Australia is their seafaring ability. They are fine boatmen and fishermen. Often entire villages (*kampongs*) are on stilts over water; sometimes individual homes are on rafts. Malays constitute one of the main racial groups in Sarawak, British-protected independent state in north Borneo.

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Problem Areas of Europe: 9. Silesia

(This is the last of a series of nine articles on European trouble spots.)

SILESIA, deep in central Europe, is a treasure land of raw materials, industrial cities, and vital transportation lines. It is a region which has played a significant role in two world wars, and one whose destiny was profoundly affected by both. The disposition of this area in the peace treaties to come will affect most vitally the three neighboring countries—Poland, Czechoslovakia, and Germany.

The general region known as Silesia lies chiefly along the slopes and north of the Sudeten Range of Central Europe. It extends south to the northwest Carpathians. One of Europe's great natural corridors, Silesia forms a traffic lane that has been busy for centuries with the passage of wartime and peacetime armies.

Germany and Austria Held All Silesia in 1914

The thick tongue of Silesian land (map, next page) slants from southeast to northwest, and covers an area comparable to that of New Hampshire and Vermont together. In Upper Silesia, the southern highland where extensive mineral deposits are found, international rivalry has been sharpest.

When the First World War started, before modern Poland and Czechoslovakia joined the nations of Europe, Silesia was divided between Germany and Austria. Germany's seven-eighths of the entire territory included Lower Silesia, a heritage of Prussian conquest from Austria in the days of Frederick the Great.

Both governments were active, during the decades preceding the 1914 conflict, in developing their respective sections of Silesia. Mining and metallurgical industries were expanded, new manufacturing operations set up, and communications improved. Silesian output contributed heavily to the 1914-18 war activities of the Central Powers. Although the battle lines came close to its areas of war production, the region remained fundamentally undamaged.

It was not until peace came—when Poles, Germans, and Czechs were competing for the Silesian plum—that this region got a taste of actual combat. In what had been Germany's Upper Silesia, riots and even open battles broke out between armed forces of local German and Polish partisans. Next door, in the coal-rich Teschen area, formerly an Austrian possession, Poles and Czechs struggled for first place.

Poland Got Lion's Share of Area's Wealth after World War I

Finally the Council of Ambassadors, appointed to carry out the various peace treaties, settled the disputes by a three-way split. Austria lost all its small but valuable share in Silesia, chiefly to Czechoslovakia. About 400 square miles, representing Poland's part of the 850-square-mile Teschen area, were left over for Poland.

Germany retained 90 per cent of its Silesian area, including Lower Silesia and a part of Upper Silesia. The relatively small territory in Upper Silesia that went to Poland, however, held such minerals as coal, zinc, and lead, and was well supplied with steel mills and other heavy-industry plants.

During the years between the two wars, Silesian resources and production were highly valuable in the economy of all three owners. Although complaining they had been cheated in the division, the Germans found Silesian raw materials

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wide. Flood control can expand the land resources to accommodate an estimated 10,000 new farm families. When the Willamette Project is finished, a modern land rush may hit the trail to Oregon.

Lumber and plywood mills to process the region's superb stands of native timber were springing up in immediate prewar years. Textile mills, packing houses, and preserving plants are found in the larger river towns. Shipbuilders led the influx of war workers to Portland's industries.

The Willamette Valley was the lodestone that attracted most of the pioneers who went west on the Oregon Trail in the 1840's. Not until 1846 was there a wagon road for the immigrants to follow all the way into the valley. Before that, the treacherous Columbia River provided the only means of transportation for the last lap of the trail through mountainous Oregon territory.

Note: The Willamette Valley may be located on the Society's Map of the Northwestern United States.

For additional information about the northwestern Oregon region to be benefited by the Willamette Valley Project, see "Wartime in the Pacific Northwest," in the *National Geographic Magazine* for October, 1942*; and "A Native Son's Rambles in Oregon," February, 1934*. (*Issues marked with an asterisk are included in a special list of Magazines available to teachers in packets of ten for $1.00.*)

Bulletin No. 2, March 4, 1946

Brubaker Aërial Surveys

WILLAMETTE GIFTS TO OREGON CITY INCLUDE POWER, TRANSPORT, SCENERY

At low water Willamette Falls are almost quiet. The air view foreshortens their 42-foot drop. The dam gives added waterhead for paper and woolen mills on either side of the river. Oregon's first territorial capital is built on three levels. The business district lies on the "shelf" between the bridge and the 100-foot bluff to the right—where residences begin. A third level rises abruptly farther back. Shelves were formed during receding stages of a prehistoric arm of the sea. Locks (left) provide a water route around the falls.

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Man's Friend and Foe, Weather Wins Wars, Spoils Picnics

THE rains came—to Spain this winter, filling mountain streams with water needed to generate electric power. As a result, scarce coal can be diverted from steam-electric plants to railroads and trawler fleets, and Spain's masses have more of their important food staple—fish.

The rains came—to Canada's wheat belt last autumn, but stayed away from several of the United States wheat regions, where too light a cover of snow this winter has further affected the crop. Consequently, Canada is expected to have a big yield of spring wheat in 1946, while the United States crop may be smaller than usual.

Everybody Talks about It—

Heat, wind, and hail in Argentina last December may cause home owners in the United States to postpone already long-delayed paint jobs for still another season. Most good fast-drying paints contain linseed oil. The United States normally imports half or more of its linseed oil from Argentina, the world's biggest grower of oil-producing flax. Some of Argentina's production was burned as fuel during the war years for lack of ship space, but the last two Argentina flax crops have been poor.

Small wonder everybody talks about the weather. It makes and loses fortunes, spoils picnics and ball games, and is man's greatest ally and worst enemy in enterprises ranging from strawberry festivals to global wars. Its unpredictable shifts bring hurricanes to New England (illustration, inside cover), and snowfall to Louisiana.

The Coachella Valley near Palm Springs, California, produces nine-tenths of all domestic-grown dates. Its date farmers had several big-money crops during the war when few Old World dates were being imported. With Arabian dates returning, the Coachella crop just harvested is small, partly because last August's average temperature of 100 degrees Fahrenheit in the valley was several degrees too cool.

Each inch of July rainfall in the corn belt is worth close to a half-billion dollars. It increases the crop by eight bushels an acre; there are some 50 million acres, and the price through recent weeks has been $1.18½ a bushel. In the wheat states, May and June rains have much the same effect, and a blanket of snow through the winter is beneficial.

—Many Do Something about It

When a "cold front" (illustration, next page) hits a city, up jumps consumption of coal, fuel oil, and gas. A mild spell in spring starts the rush for Easter togs. A black thunderstorm before five p.m. causes a sudden demand for lights and an unscheduled electric-power load. Weather uplifts and depresses—its effects are pronounced on mental patients, arthritis sufferers, invalids in general. Even hale and hearty persons tend to be heliotropes; they react favorably to sunshine and their spirits decline during rainy spells.

As far as changing or averting changes in the weather is concerned, nobody, of course, does anything about it. But man has taken advantage of known weather cycles and has learned to govern his activities by weather predictions since the time of Joseph. The Hebrew leader's inspired prophecy of "seven lean years"

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and industry very helpful in building up their war machine. The flat, fertile basin of the Oder River, which flows the length of the region on its way to the Baltic, produced a large share of essential German food—grains, fruits, sugar beets, potatoes. Flax and wool were among other products that played their part in supplying the German Army.

From Silesia, Czechoslovakia obtained most of its coal, as well as considerable iron. More than 10,000,000 tons of coal were annually mined in the district around Czechoslovakia's important industrial city, Moravská Ostrava (Mährisch Ostrau). Ironworks in the neighborhood employed 50,000 workers.

In Poland, Silesian deposits of coal, iron, zinc, and lead encouraged mining and manufacturing within the country, while at the same time supplying a surplus for export that brought the nation desired income and foreign trade.

But Silesia also produced trouble for Europe. The Nazis, pointing to German inhabitants living in lost areas, put this territory high on the conquest list. The occupation of Czechoslovakia and later war with Poland brought all Silesia within the German grasp. It became the Reich's Number Two war production area, ranking after the Ruhr. When bombing raids began devastating western manufacturing centers, the Germans found in Silesia a relatively remote haven for the output of war materials—until the Soviet Army began its drive from the east.

For either war or peace production, the Silesian country is well served by rail, highway, and river transport. Lines converge on such industrial centers as Breslau, capital of Lower Silesia and formerly one of Germany's chief cities; Oppeln, capital of Upper Silesia; Beuthen, Hindenburg, Gleiwitz, Chorzów, in the industrial belt of what was Polish-German frontier land; Cieszyn (Teschen) in the Teschen District; Moravská Ostrava, which was Czechoslovakia's third-ranking city before the war. Prewar population of all Silesia was about 7,000,000.

Note: Silesia may be located on the Society's Map of Germany and Its Approaches.

See also "Upper Silesia Was Germany's Eastern Ruhr," in the GEOGRAPHIC SCHOOL BULLETINS, February 12, 1945.

Bulletin No. 3, March 4, 1946

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Virgin Islands Progress from Pirates to Planned Economy

ST. THOMAS Island's only town—Charlotte Amalie—was chosen for the Anglo-American Carribbean Commission meeting in February. Its hill-rimmed harbor has for three centuries dominated the history of the Virgin Islands. Possession of these islands between Atlantic and Caribbean was for many years disputed by Dutch, English, Danes, and French. Columbus discovered and named them in 1493.

St. Croix (82 square miles in area—largest of the group) and St. John (whose 20 square miles rank it below St. Thomas with 28) are the other principal islands of the Virgin Islands of the United States. Small islets bring the total number to about 50. The British Virgin Islands, a cluster of the same geographic group, dot the Atlantic to the northeast.

St. Thomas Had a Part in New York's History

The nearly landlocked harbor on the south coast of St. Thomas was the center of contraband trade with Spain's colonies. Under the Danes, during the 17th and 18th centuries, Charlotte Amalie developed a large slave market. It was a haven for pirates, who enjoyed their heyday at that time. As a neutral port it thrived during the Napoleonic wars. During the American Civil War cargoes from Europe were transshipped to Confederate blockade runners at its wharves.

St. Thomas had a part in the history of New Amsterdam, later New York. Dutch who had settled on the rocky little Caribbean island about 1657 left it a few years later to try their luck on an even smaller and just as rocky northern island—Manhattan, then governed by their countryman, Peter Stuyvesant.

St. Thomas did not lend itself readily to colonization. Rainfall is inadequate, well water brackish. Cisterns and hillside catchments collect rain for drinking. During droughts water is often purchased. The demand is partly supplied by water brought as ballast in ships from Nova Scotia. These vessels come to get bauxite which is shipped up from Surinam, and processed into aluminum in Canada. St. Thomas provides a convenient way station between mine and plant. Before the spring rains come—about the first of May—when St. Thomas' hills turn brown and Charlotte Amalie's tropical trees and shrubs drop their leaves on dusty ground, red fire trucks deliver this imported water. The drooping vegetation braces up, and laundresses resume their trade.

The town is built on five foothills extending from the mountain backbone of St. Thomas into the waters of the bay. When the United States bought the islands from Denmark, Charlotte Amalie's name was changed to St. Thomas. As it had been named after a Danish queen and so called for 250 years, this led to much confusion. After a decade, the queen's name was restored.

Yesterday's Warehouses Are Today's Shops

Visitors are often surprised at the few traces remaining of the port's Danish past. It is scarcely apparent except in street signs. These are still lettered "gade" for "street," and many retain their Danish names. Dronningensgade, main business street, is bordered with high arches of thick-walled warehouses built by early residents to store goods from Europe and the Orient. These massive structures now house shops—show-windowless—selling hardware, drugs, and drygoods.

Two old stone towers, Bluebeard's and Blackbeard's, are part of the island's lure for travelers. Legend says they were pirate lairs. Truth compels the ad-

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caused the Egyptians to store grain for the period of famine.

The American farmer has often referred to long-range predictions in his almanac before deciding to plant corn or harvest wheat. Circus schedules are made up with the help of a long-range weather forecaster. Utility companies and airlines sometimes have their own meteorologists to supplement the information received from the Weather Bureau.

The science of predicting the weather and making use of the predictions has been advanced 20 years by the war, in the opinion of at least one top Army meteorologist. The Army, Navy, and Weather Bureau trained thousands of weather men and placed them at land stations and on shipboard in all theaters of operations.

Weather won battles because bomber flights could be timed to be hidden by cloud banks, tank and infantry attacks could be planned when skies were clear and ground dry, trans-ocean flights could take advantage of boosting tail winds. The dramatic low-level raid that destroyed Germany's Eder and Mohne dams took advantage of moonlight-night cover for flying, early dawn for raiding, and the end of the rainy season when the dams were full.

World War II was not the first conflict in which weather was used to advantage. George Washington's Army won the Battle of Trenton because it crossed the Delaware and attacked the Hessians during weather which the latter thought too cold for any military operation.

Today, three billion dollars a year in profits and savings have been estimated to result from protection to property, reduction in loses or increased production brought about by scientific weather forecasts, warnings, and reports.

Note: For further information, see "Weather Fights and Works for Man," in the *National Geographic Magazine* for December, 1943.

Bulletin No. 4, March 4, 1946

Drawn by Irwin Alleman

ANSWERED HERE IS THE PERENNIAL QUERY, "WHAT MAKES THE RAIN?"

A mass of cold air, clinging to the ground, pushes along and forces warm air up. This forms what is known as a "cold front." The moisture in the warm air condenses as it rises and forms clouds from which rain (or snow) falls. Cumulo-nimbus is a "thunderhead" cloud, the type often seen before or during storms. The "front" moves, carrying the storm with it, and it might extend over several miles.

mission that the latter was built by a non-piratical Dane named Baggaert, and the former to supplement red-towered Fort Christian at the water's edge. Around Bluebeard's Tower the U. S. Government built a hotel to initiate its plan to develop the islands as a resort.

St. Croix (illustration, cover) lies 40 miles south of St. Thomas. Cane fields (illustration, below) pattern its more level countryside, cattle graze on the uplands. There are two towns—Christiansted on the north shore and Frederiksted on the blunted western end. With some 4,500 residents, Christiansted is about half the size of Charlotte Amalie, and twice that of Frederiksted.

St. John lies east of St. Thomas across narrow Pillsbury Sound. Its people (fewer than 800) live on the wooded hills and along the irregular shores. There are no towns. The tourist company has built modern cottages with a commissary and bathhouses at Caneel Bay, a short ferry trip from Red Hook, nearest point on St. Thomas. Almond trees shade a white crescent beach. The near-by ruins of a sugar estate give a Mediterranean touch to the natural beauty of the cove.

At Cruz Bay is a residence for the commissioner (St. Thomas and St. John are under a joint local government). The islanders fish, gather bay leaves for bay rum, and make charcoal for the stoves of St. Thomas. Hand-woven baskets from St. John are sold in the island cooperative store at Charlotte Amalie.

Note: The Virgin Islands are shown on the Society's Map of Mexico, Central America, and the West Indies.

See also, "The American Virgins," in the *National Geographic Magazine* for September, 1940*; and in the GEOGRAPHIC SCHOOL BULLETINS, February 18, 1946, "War-Born Caribbean Commission Continues Work in Peacetime;" and "Virgin Islands Face Second War under U. S. Flag," March 30, 1942.

Bulletin No. 5, March 4, 1946

Courtesy P.W.A.

BENEATH WAVING PALMS, ST. CROIX NATIVES CUT SUGAR CANE

Though the Virgin Islands are noted for their valuable sugar crop, more of St. Croix (pronounced Croy by the residents) is devoted to cattle grazing than sugar raising. British overseers of Danish-owned plantations brought the English language to these Caribbean isles long before 1917, when the United States bought them from Denmark.